

On Or About August 10 We Will Move To and Occupy the Entire Building 808 EAST MAIN STREET

Removal sale now going on; same price scale prevails as announced before; everything goes at prices that in no instance covers the cost of production. It is to your interest to participate in this legitimate bargain event---the sooner the better.

BURK & COMPANY,

1003 East Main Street.

ENTHUSIASTIC FOR IMPROVED ROADS

(Continued from Page One—Column 3.) may count on State and Federal aid, for the State has a large fund for the improvement of the highways, and the National Highway Commission has a large force of competent engineers who will be sent out into those sections where work of improving the roads has been projected and is under way, the engineers to estimate the costs and supervise construction free of all expense.

NO MUD THERE

Route Suggested Which Will Give Cars No Danger of Being Stuck.

Writing to The Times-Dispatch from Hylas, Va., one of the leading citizens says:

Editor of The Times-Dispatch: Sir—I beg to call your attention to the best road for the motor cars leading out from Richmond for a distance of eighteen or twenty miles. I noticed that the cars got stuck in mud between Ashland and Richmond, and were delayed several hours.

Leave Richmond by way of Monument Avenue to Patterson Avenue, to Three Chop Road, by Ridge and Deep Run churches, to Short Pump, turn to right at Short Pump and follow the "Old Mountain" Road to Berea Church, which is eighteen miles from Richmond. There will be no danger of getting stuck in mud on that route.

If the scout cars on their way to Richmond will turn to the right at Puryear's store (which is the first store after crossing Ground Squirrel Bridge on Louisa Road, there) there is a fairly good road three miles to Berea Church, and to Richmond by way of Short Pump.

The Henrico roads are kept better, and by the Short Pump route you are in Henrico county further from Richmond than by any other route.

The officers in the upper end of Hanover county have been hauling stone on the Old Mountain Road above Berea Church by Rockville, etc., which makes that road a little rough at present, but by next winter it will be the firmest road for a longer distance from Richmond than any other road going North or West.

Hylas, Va.

CHASE CITY'S INDORSEMENT

President of Commercial Club Urges Great Southern Highway.

Editor of The Times-Dispatch: Sir—I note that you are taking much interest in the capital-to-capital automobile route and that you had a good deal of trouble with your Eastern route from Raleigh to Richmond. I beg to call your attention to a better route, which will be from Richmond to Blackstone, via Chase City, Clarksville, Oxford, Durham and on to Raleigh. I do not believe you will find a swamp road along the route, and at Clarksville there is a first-class steel bridge across the Roanoke River. Furthermore, Clarksville and Chase City are making preparations for macadamizing their roads, which will be along the route you will take.

We are going toward Clarksville, and the latter is building out toward Oxford. Oxford has and is building good macadam roads in her county, and they lead toward Durham, which has her road leading toward Oxford macadamized almost to the Granville county line.

With these facts, do you not think that this route by Chase City would be more advantageous than the lower one? We will do all we can here to facilitate the improvement of the roads, and your machines can make the trip by Blackstone, Chase City, Clarksville, Oxford and Durham quicker and easier than you can the other way, and I believe cheaper.

The steel bridge at Clarksville will save your ferrying, with the dangers and delays. By taking this route you will have better roads to travel, because they are dryer and along the edge, and without the macadam I believe they would offer a better route than the Farmville route. I have written Oxford and Durham parties relative to the matter, and I trust you will give the route by Chase City a fair trial. We will be glad to entertain you here when you come this way.

We are working here for better roads, and I believe that should the route come this way it will be but a short time until you will have macadam all the way through Mechanicsburg to Oxford and Durham, as well as to Raleigh.

Trusting you will give the matter your favorable consideration, I beg to be,

Yours very truly,

R. D. PATTERSON,

President Commercial Club.

Chase City, July 8.

BUILD NEW ROAD

Hanover Supervisor to Begin Work on Three-Mile Stretch.

Editor of The Times-Dispatch: Sir—Your communication in regard to the roads near Ground Squirrel Bridge was received yesterday at noon. I am very sorry it did not reach me in time for me to comply with your wish in the matter. It was raining and my road force was fifteen miles off so to get orders to them and then to get them moved would have taken all the time between receipt of your letter and time for you to pass.

I wish to say that I am going to use my portion of Hanover's State aid on that piece of road; that it is my plan to go to work on it the 1st of August, and hope to make about three miles gravel road.

I am in sympathy with any move to better the conditions of the roads. I am sorry it was so I could not fix up my portion before today, as requested.

C. H. OLIVER, Supervisor.

Oliver, Hanover county.

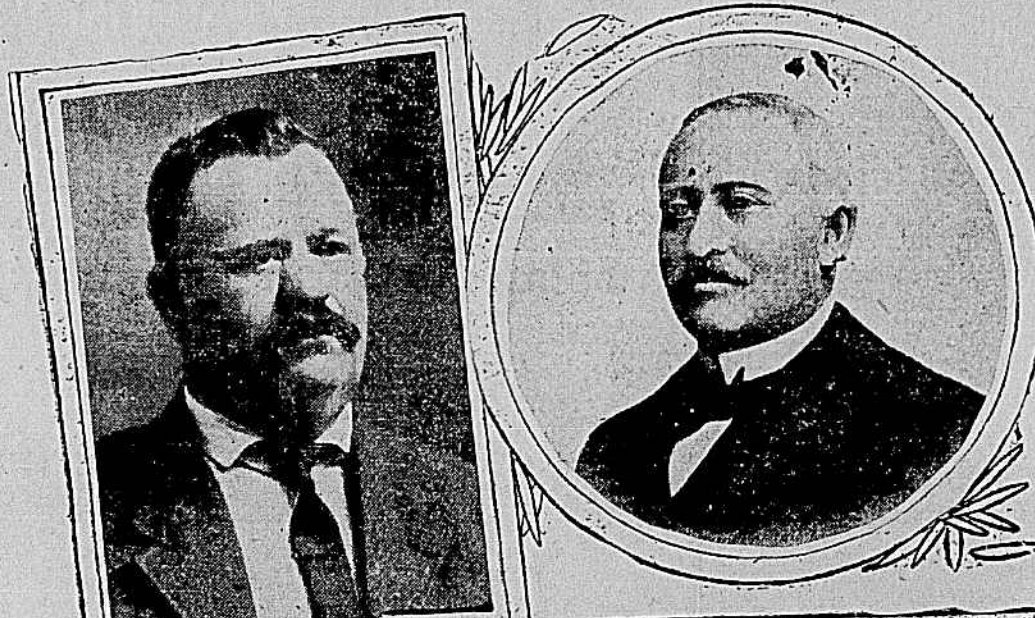
NORTH CAROLINA IN LINE

Durham Citizens Anxious to Help Good Roads Movement.

Editor Times-Dispatch:

Sir—I have been greatly interested in the good roads movement, especially in the proposed automobile route from Washington, D. C. to the South. This route as proposed will go from Atlanta, Ga., or Jacksonville, Fla., by way of Columbia, S. C., Raleigh, N. C., Petersburg and Richmond, Va. After careful study of the map and the roads

PROMINENT ADVOCATES OF GOOD ROADS



J. L. SAUNDERS,
Supervisor of Hanover.

GEORGE W. STEVENS,
President of Chesapeake and Ohio Railway.
CARL NOLTING, OF LOUISA.

(a good many of which I am familiar) I am convinced that the best route is by way of Apex, N. C., to Durham, Oxford, or Roxboro, N. C., to Clarksville, Va., and from Clarksville to Petersburg, Va., crossing Roanoke River on the bridge at Clarksville, thus eliminating the ferry, which they will have to use if they go further east.

The old Boydton-Petersburg Road has been suggested. Hon. Charles T. Laster writes me that "in Dinwiddie county the Boydton-Petersburg plank road has been improved for about ten miles." The road south of Clarksville, Va., to Apex, N. C., with the exception of a few short links, is in course of construction, or being repaired. Hon. R. H. Easley, Mayor of Clarksville, Va., writes me: "I believe I can safely say that a majority of our citizens would gladly do their utmost to forward this movement and to connect the links through this county." Relative to your inquiry about the roads between our town and Petersburg, I would say that while they compare favorably with county plank roads in the State, yet they might be considerably improved." He also wrote that they have a total of about \$80,000 for macadam work on our road on the west side of Roanoke River, which takes us within a few miles of the North Carolina line.

In a letter from Mr. Tuft, the president of the Capital Highway Association, in a letter to the secretary, Mr. Frank Weldon says: "In regard to Durham, Oxford and Henderson, it seems to me that this question will have to be settled very largely in Virginia. The road through North Carolina, I believe, will be put in very good shape whichever way we travel. But the Virginia road is a very serious problem. I am very favorably impressed with the Oxford idea on account of the fact that we will not have to ferry Roanoke River, as I understand that there is a bridge somewhere nearly north of Oxford, and that this is the only bridge over the river for some distance."

Durham county will have 19 or 20 miles of macadamized road by way of Oxford, N. C., and will no doubt macadamize its remaining link at an early date. Durham county will have about 37 miles of macadamized road by way of Roxboro, N. C. With the Clarksville district macadamized roads leading towards North Carolina line, and Durham macadamized roads, 10 miles of improved roads in Dinwiddie county, and Granville county's fine gravel roads, and this route being about 20 miles the nearest way, I feel confident that with the aid of the people along this route in Virginia north of Clarksville, we will get a

good road that will attract tourists. But the tourists' travel will amount to very little compared to the great benefit the good roads will be to every community through which it goes. This route ought to appeal to Virginians more than any other, for it would give tourists a chance to make side trips to your famous Buffalo Lithia Springs and Chase City resorts.

In advocating this route it is not my desire to hinder the building or betterment of any road. I would thank you very much for any information or aid you may be able to give in this good road movement.

Yours very truly,
ARCH CHEATHAM, M. D.

Durham, N. C., July 6.

MAKE BETTER LIVING

Good Roads Help to Increase Farm Values, Says Mr. Wood.

Commenting on the promulgation of the good roads movement by The Times-Dispatch and the Washington Post, Henry W. Wood, vice-president of the Chamber of Commerce, who is deeply interested in the project, said to a Times-Dispatch representative yesterday: "I am thoroughly and heartily in favor of the good roads movement as advocated by The Times-Dispatch and Washington Post, and I do not believe that anything will advance the material interest of the people in this section more effectively."

"Good roads not only make for better

living in the country districts, but increase the value of farm lands, enabling better means of communication, and are of the greatest benefit to counties and cities in the neighborhood where they are located. The automobile has come to stay, and where good roads are built it will soon come into general use by both the farmers and those who live in our cities. The automobile will cause city residents more generally to invest in farming lands adjacent to our cities than ever before, wherever good roads are made, and self-interest as well as facilities for better living should make our farmers the strongest kind of advocates for good roads."

School Term Reduced.
At a meeting yesterday the Fairfield District School Board decided on a seven months' term, beginning in the fall, the cut from nine months being due to the failure of the recent bond issue and the increased attendance.

Failed of Quorum.
The Clay Ward Activists intended to hold a regular semi-monthly meeting last night, but owing to the absence of a quorum, the gathering was not called to order. Most of the officers were present, but only a few lay members appeared. No candidates for the Legislature showed up, although they had been invited.

Children—Bosher.
Miss Marguerite Larence Bosher, daughter of Mr. and Mrs. N. L. Bosher, and Albert Bernard Childress, of Richmond, were married in Baltimore on Tuesday.

DOCTORS LEAVING RURAL DISTRICTS

Can't Make a Decent Living, Because Bad Roads Cut Down Practice Area.

CITIES ARE OVERCROWDED

Dr. Stuart McGuire Meets Carnegie's Representative, Who Will Urge Good Roads.

The imperative necessity of good roads in the South, particularly in Virginia, is shown by the fact that physicians are rapidly leaving rural communities. Aged practitioners retire or die and young members of the medical profession will not take their place. These existing conditions are due to the fact that the "country doctor" must necessarily cover a large territory in order to make a paying business of his profession, and on account of the abominable condition of the highways in the South physicians are unable to call upon patients who live any great distance from their home.

This information was brought out by Dr. Stuart McGuire, president of the University College of Medicine, who pointed out in an interview last night that to such great proportions has this evil spread south of Mason and Dixon's line that Andrew Carnegie, in connection with the American Medical Association, has interested himself in a movement to again establish physicians in the country.

Had Roads Cut Revenue.

To this end Mr. Carnegie sent an agent of the Carnegie Fund for the Advancement of Education on a tour through the South for the purpose of investigating the conditions, and only recently this representative, Abraham Flexner, called on Dr. McGuire for information as to the probable cause of the decrease of the number of doctors in the rural sections of Virginia.

Dr. McGuire unhesitatingly attributed it to the almost impassable condition of the roads of the State, though he also admits that other causes tend to keep young medical men away from the country.

The plan of Mr. Carnegie, it is understood, is to endow Southern colleges with a fund for the education of surgeons and physicians, who must pledge themselves to practice in the country. When Mr. Flexner was told that the lack of country physicians is due to bad roads he was astonished, but asserted that he was, since his attention had been called to this fact, confident it is true. He declared that he would bring this to the attention of Mr. Carnegie, who would no doubt take some action toward aiding the South in the great movement for better highways.

Dr. McGuire said that since the perfection of automobiles physicians throughout the world have cast aside the raw-bone horse and surry as a means of conveyance and adopted the automobile. Many people, said Dr. McGuire, have left the country and established their residence in the city, simply because they could not secure proper medical attention in the rural districts.

Country Needs Doctors.

A startling indication of the great demand for practitioners in the country is the fact that Dr. McGuire now has between thirty and forty letters from residents who live far away from the cities asking that he send young medical graduates to their community, as their physicians have either died or moved to town.

Dr. McGuire said that when desirable roads are established physicians will flock to the villages, for by means of the automobile they can cover a radius of from fifteen to twenty miles, and owing to the increased cost of a medical education, they must necessarily have a practice which will compensate them. The cities, however, are overcrowded with physicians and surgeons. It is shown by Dr. McGuire that the increased cost of a medical education is due to the fact that colleges throughout the country have made it necessary for a young man to be well educated and in many instances to be an A. B. before he can matriculate. This makes it necessary for students to spend about four years in a high school, one or two in a college and four in a medical school before he can secure

a degree. The plan of Mr. Carnegie was to provide for a cheaper medical course, that outlying districts may have the services of a physician, but inasmuch as the lack of country practitioners is attributed to the lack of good roads, it remains to be seen what the great financier will do in this connection.

MUCH ROAD WORK NOW UNDER WAY

Highway Commissioner Wilson Awards Contracts in Many Counties Which Need Help.

State Highway Commissioner P. St.

Julien Wilson returned to the city yesterday from the Piedmont section, where he had been for several days, looking after important road improvements which are about to be inaugurated. During the past week Captain Wilson authorized the advertising for bids for nine miles of road, running from Basic City, by Mountain Top and Afton, into Albemarle county. His department has just completed a survey for three miles of macadam road, running northward from Charlottesville. Contracts have been awarded for a macadam road from Newport News to Hampton, and another from Plumer's Point to Portsmouth. In Henrico contracts have been given out for four and a half miles from Richmond along the Williamsburg Road.

The department has been authorized to prepare estimates for a macadam road, with asphalt or bituminous binder, from the Belt Line Railroad to 10th Vista, the idea being to put in shortly an overhead crossing at the Belt Line, making an up-to-date driveway into the city.

In speaking of his recent work in the Piedmont section, Captain Wilson said that it looked now as if the connecting link between Richmond and the Valley section had been given a good start.

"With this much work contemplated through Albemarle in the near future," he said, "if the road from Richmond to Washington, via Gordonsville, materializes, not only will there be a splendid highway between Richmond and Washington, but both Richmond and Washington people will have direct connection through Albemarle to the Valley. The carrying of the bond issue in Orange insures a macadam road through the entire county."

STATE ROAD COMMISSION PROPOSED IN GEORGIA

ATLANTA, GA., July 10.—The good roads movement, which has filled Southern roads with scout automobiles, was introduced to the Georgia Legislature to-day in a bill to create a new commission to be known as the State road commission. Heretofore the roads have been controlled by the counties. The expenses of the new board, including a \$3,000 salary for the commissioner, are to be paid out of a tax on automobiles. All engineers in the pay of the State are to be subject to call for service by the road commissioner.

Scouts at Rogersville.

KNOXVILLE, TENN., July 10.—The scout cars of the New York Herald and Atlanta Journal are at Rogersville tonight, where they will remain until 11 o'clock Sunday, when they will resume their journey toward Knoxville.

Dickinson to Make Tour.

WASHINGTON, D. C., July 10.—Secretary Dickinson, of the War Department, will leave Washington soon for an extended trip through the Middle West and South, during which he will inspect several military establishments, including Fort Oglethorpe, Ga. He will spend some time at his home in Chattanooga, Tenn. He expects to be in Ohio in August to witness some of the rifle matches at Camp Perry and will attend the annual meeting of the American Bar Association at Detroit.

W. Minor Woodward.

Stewart M. Woodward
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in your kitchen will keep the whole house comfortable. No dust. No labor. Easy to operate! Costs less for fuel. Always ready.

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